



City of Seattle

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Department of Planning & Development
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**CITY OF SEATTLE
ANALYSIS AND DECISION OF THE DIRECTOR
OF THE DEPARTMENT OF PLANNING AND DEVELOPMENT**

**SEPA Threshold Determination
for the Rezones along Broadway Ave and changes to parking for
Capitol Hill and Pike/Pine Urban Centers**

Project Sponsor: City of Seattle Department of Planning and Development (DPD)

Location of Proposal: The amendments relate to the Broadway Business District and adjacent parcels, specifically those blocks located along and abutting Broadway from East Roy Street to East Denny Way, as well as a portion along Broadway near Pine. The project also affects parking requirements for uses within both the Capitol Hill and Pike/Pine Urban Centers

Scope of Proposal:

Rezoning: Rezoning in the study area would include changing zoning on parcels zoned Lowrise 3 Residential / Commercial (L3/RC) to Neighborhood Commercial 3 (NC3) 40. In addition, portions of blocks located between Broadway and Harvard Avenue East would change from Midrise Residential / Commercial (MR/RC) to Neighborhood Commercial (NC3). Another series of rezoning would increase height limits along Broadway from 40 feet to 65 feet for properties zoned NC3. Properties in the study area fronting 10th Ave E would be rezoned from L3 and L3 R/C to NC3-40, and would result in allowing both establishment of commercial uses as well as an increase in allowed height of structures from 30 feet (the height limit of a Lowrise 3 zone) to 40 feet for single purpose residential structures or 44 feet for structures meeting mixed use development standards.

Parking: The residential parking requirement is proposed to change from 1.1 to 1.5 per unit to a flat rate of .8 spaces per unit. This proposal would apply to all residential uses in the Capitol Hill Urban Center. The proposal is designed to reflect demand for parking by Capitol Hill residents shown in the 2000 Census. In addition, the residential parking requirement is proposed to be changed from 1.0 to .6 spaces per unit in the Pike/Pine Urban Center, reflecting residential parking demand for Pike/Pine residents.

*Residential
Amenities:*

The current requirement for private open space for properties in the study area is proposed to be replaced with a requirement for residential amenity space. Currently, usable open space shall be required for all residential uses in an amount equal to twenty (20) percent of the structure's gross floor area in residential use. The change proposed here would reduce the requirement to 10% of floor area in residential use. In addition, interior spaces such as community and exercise rooms would qualify as well as decks and balconies. This proposal would apply in the commercial zones within the Capitol Hill Urban Center.

Lot Coverage:

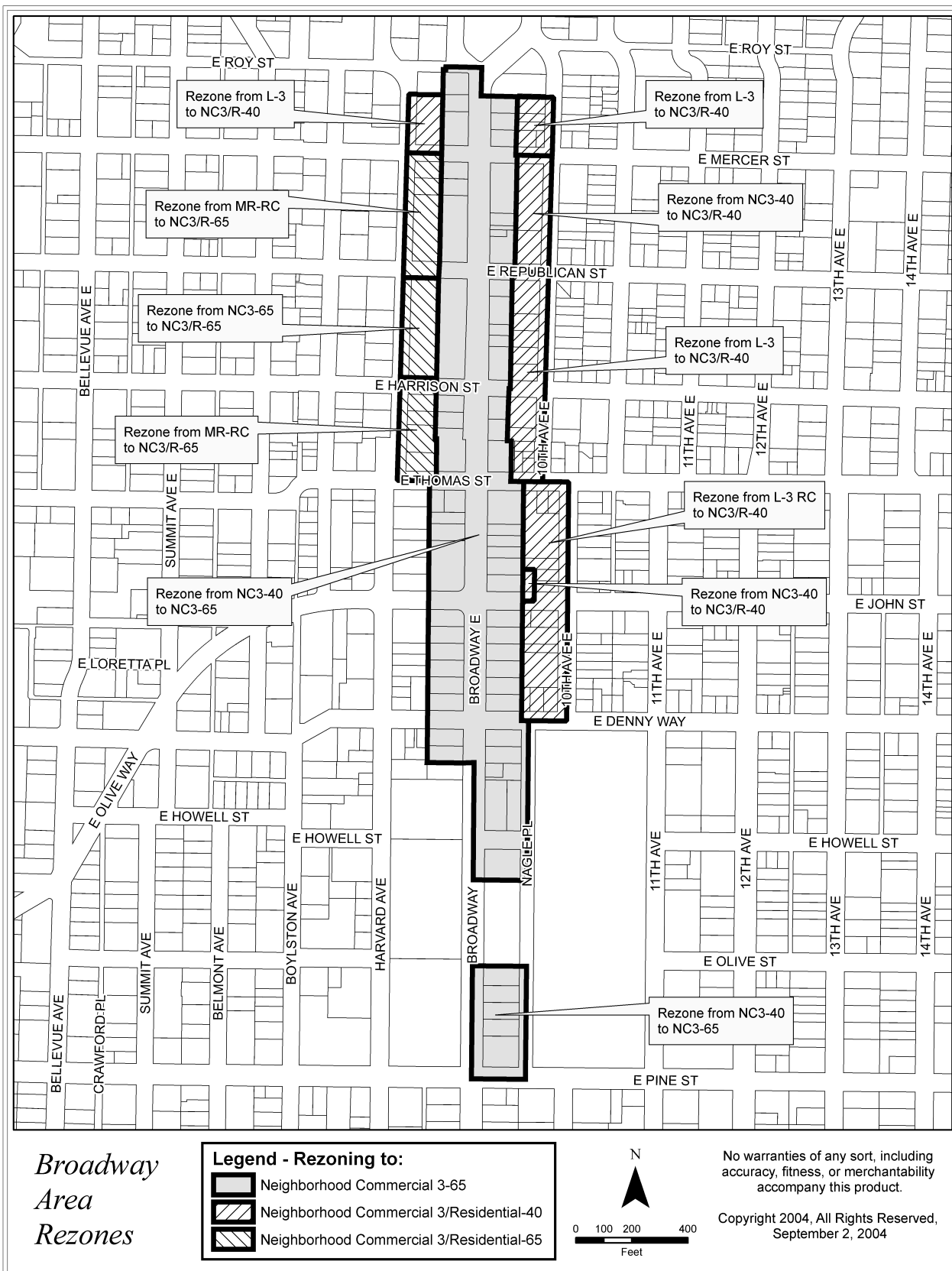
The proposal would eliminate the upper-level lot coverage limit that applies to residential and mixed use development on the two half blocks surrounded by East Mercer and East Roy Streets and 10th and Harvard Avenues East. These blocks do not fall within the Station Area Overlay district

BACKGROUND

Proposal Description

The City proposes the following Land Use Code amendments concerning zoning and allowed height, as represented in the following map:

- Rezone portions of blocks from L3 to NC3/R-40 on lots between East Mercer, East Roy, Harvard Ave East and 10th Ave East as well as the east ½ block bounded by East Republican, Broadway Ave E, 10th Ave East and East Thomas St
- Rezone portions of blocks from L3/RC to NC3/R-40 on the east ½ block bounded by East Thomas St, East Denny Way, Broadway Ave East and 10th Ave East.
- Rezone portions of blocks from MR/RC to NC3/R-65, including the western ½ block between East Republican, East Mercer, Broadway Ave East and Harvard Ave East as well as the western ½ block between Harvard Ave East, East Broadway, East Harrison and East Thomas
- Rezone from NC3-40 to NC3/R-40 the eastern ½ block between East Republican, East Mercer St, Broadway Ave E and 10th Ave East
- Rezone from NC3-40 to NC3/R-40, a parcel fronting East John Street
- Rezone from NC3-40 to NC3-65 parcels fronting Broadway Ave East from East Roy to East Howell Street, as well as a portion along the east side of Broadway Ave, north of East Pine Street



The City proposed the following changes to development standards

- Elimination of lot coverage limits that apply to mixed use development in those lots that would be rezoned to Neighborhood Commercial on the two half blocks surrounded by East Mercer and East Roy Streets and 10th and Harvard Avenues East. Currently, portions of a mixed use development above 13 feet in height from finished grade are generally limited in coverage to 64%. The provision would allow for up to 100% coverage on such developments, thereby extending allowances to these blocks currently provided in the adjacent Station Area Overlay zone, which includes the area under consideration for this rezone.
- The current requirement for private open space in the study area is proposed to be replaced with a requirement for residential amenity space. This would require residential amenity space in an amount equal to ten percent of the floor area in residential use. Interior spaces, such as community and exercise rooms would qualify as well as decks and balconies. This provision is similar to requirements allowed for new development in Downtown zones.
- Reducing the residential parking requirement from a range of 1.1 to 1.5 spaces per unit to .8 spaces per unit. The current zoning requirements are based on a formula that considers the number and size of units within a building, as well as requiring a weighting formula to account for the size of a unit. The proposed revisions would apply to all residential uses in the Capitol Hill Urban Center, supported by analysis of automobile ownership in the rezone area shown in the 2000 Census.
- Reducing the residential parking requirement from a range of 1.1 to 1.5 spaces per unit to .6 spaces per unit for residential uses in the Pike/Pine Urban Center. The current zoning requirements are based on a formula that considers the number and size of units within a building, as well as requiring a weighting formula to account for the size of a unit. The proposed revisions would apply to all residential uses in the overlay district, supported by analysis of automobile ownership in the rezone area shown in the 2000 Census.

ANALYSIS - OVERVIEW

The following describes the analysis conducted to determine if the proposal is likely to result in *probable significant adverse environmental impacts*. This threshold determination is based on:

- *the proposal*, as described above and in memoranda;
- the information contained in the *SEPA checklist*;
- additional information, such as analyses prepared by City staff; and
- the experience of DPD analysts in reviewing similar documents and actions.

ELEMENTS OF THE ENVIRONMENT

Adoption of the possible amendments would result in no immediate adverse short-term impacts because the adoption would be a non-project action. The discussion below generally evaluates the potential long-term impacts that might conceivably result from differences in future development patterns due to the proposed amendments.

A. Natural Environment

Earth, Air, Water, Plants/Animals/Fisheries, Energy

Within the highly-developed Broadway area as well as the Capitol Hill and Pike/Pine Urban Centers, most of the area is dominated with impervious surfaces (pavings, rooftops, etc) with little vegetation (except for street trees and required landscaping on residential and mixed use properties) and few animals except common birds and squirrels. The area subject to proposed changes is located away from Lake Union and Elliott Bay. The neighborhood has a network of sewer/stormdrain utility systems to handle much of its surface stormwater runoff. The area does not contain steep slopes regulated by the City's ECA code, with the exception of some vegetated slopes created for Interstate 5. Despite daily traffic congestion, air pollutant levels rarely if ever exceed significant levels, due to the progressively improving emissions-reduction performance of the region's automobiles.

Within the context of the study areas, there is minimal potential for additional future development that may result from the proposed changes that would generate significant adverse natural environmental impacts. By following the established rules that require proper design of sewers/stormdrains, construction practices that minimize grading, drainage and dust impacts, and other applicable City regulations, the potential for significant adverse environmental impacts will be limited. Future project-related SEPA review would also afford the opportunity to identify and mitigate any site-specific impacts.

Energy-intensive uses expected in the study area are those that use computers and other technical equipment, requiring large amounts of electrically-powered heating, air conditioning and ventilation. In comparison, residential energy demands are relatively low. Due to the probable future use of the affected properties as residentially-dominated uses, and the existing and future capacity of electrical systems in the subject area, there is minimal likelihood that additional energy use from future development (related to this proposal) would cause significant adverse impacts on energy systems.

B. Built Environment

Land and Shoreline Use, Height/Bulk/Scale, Housing, Historic Preservation

The subject area covers a segment of the Capitol Hill Urban Center, specially the major commercial area along Broadway. The proposal also covers certain uses in the Pike/Pine Urban Center. These Urban Centers are one of several areas that Seattle has designated as a center for significant growth as part of the Urban Village Strategy in its Comprehensive Plan. These neighborhoods have long served as a major center of commercial and residential activity, and over the last 30 years has continued to evolve with progressive infill of multifamily residential structures in some areas, and a variety of retail commercial uses, hotels, mixed-use development and office uses. Despite this longstanding development trend, numerous properties remain available for redevelopment, several of which are contained within the subject area. The existing uses within the subject area include surface parking lots, an assortment of small-to-moderate scale commercial uses, a few major and minor institutions, residential uses that are both single purpose and included in mixed use developments. Overall, a majority of the properties within the subject area (affected by the proposed changes) are considered redevelopable according to the City's formulas that compare the value of the land and its improvements.

The existing zoning in the study areas reflects a relative intensity of development that is allowable within an Urban Center, consisting of Neighborhood Commercial 3 with 40 foot

height limits, Midrise zones and Lowrise zones. Developments in these areas are typically single purpose residential units of varying heights and intensity, framed by one or more linear commercial areas. The areas under consideration for additional height along Broadway would extend commercial activities to the entire block while still allowing for single purpose residential uses currently afforded under existing zoning. The NC height designations would be revised on the subject properties on the west side of Broadway to allow for increases in permitted height from 40 to 65 feet, similar to the heights currently allowed in the adjacent MR zones. On those ½ blocks on the west side of the street, the residential designation would remain, thereby continuing to allow for single purpose residential uses also allowed due to Station Area Overlay zoning. Properties that face Broadway on the east side would allow for height increases from 40 to 65 feet, thereby creating a consistent street wall for ½ the block, while the remaining half block would also have increases in height due to the zone change from L3 to NC, from a height of 30 feet (with 5 additional feet for pitched roofs) to 40 feet for single purpose commercial or residential development or up to 44 feet for mixed use development. These ½ blocks would also be granted an R designation, which would continue to allow for single purpose residential structures currently afforded under the Lowrise zoning. Increases to NC height designations that currently exist in the Pike/Pine Urban Center would be allowed to proceed on the western portion of the blocks lining Broadway near its intersection with Pine Street.

The proposed zoning changes are relatively consistent with the area's land use patterns and the City's growth planning and zoning policies due to:

- their consistency with the Urban Center's role as a dense activity center;
- the proposed changes' general fit within the relatively intense existing zoning and development patterns; and
- the area's long-term trend of transitioning to denser uses through infill development.

The proposed change in height limits would maintain a rational pattern of zoning, with height limits that would retain suitable transitions to adjacent areas. The area with the greatest transition would be for those properties on the east side of Broadway. The proposed revisions would allow increase of height on properties currently allowing commercial uses to increase height up to 25 feet. Further, the proposed changes allow for introduction of commercial uses that would not have been allowed under current zoning for ½ of a block as well as allowing structures on these blocks that will face residential zones to realize additional height of up to 14 feet in some cases.

Properties facing Broadway Ave E

The changes would accommodate 25 feet of additional building height in this area that contains a mix of commercial uses, primarily pedestrian oriented in nature. Some portions of the blocks contain large scale uses and restaurant that dominate the block, but generally speaking the uses found are fine grained, limited in size and frontage due to the size of blocks or development pattern. This area is the most intensive commercial core of the neighborhood, bordered by nonarterial streets and low and medium density residential development. The transitions in zone appear to be generally reasonable, with the transition on the east side of the block resulting in some disparities in size and scale of structures, as well as with new uses, along the east side of the block facing 10th Ave East. Those residential zones on the east side of 10th Ave East facing the study area, primarily zoned L3, are not affected by this legislation. However, the designation allowing for single purpose residential uses would continue on the study block, despite the change from L3 to NC zoning outright. Further, these properties would be generally subject to the City's Design Review program, which can be an avenue to mitigate design and aesthetic

impacts of any proposal, specifically looking at how the projects relate to adjacent residential uses. SEPA review at the time of any project would also look at specific impacts related to noise, commercial operations, transportation activities and other impacts of new development. Impacts related to density and lot coverage on most of these block have been addressed in previous legislation, due to the designations afforded under the Station Area Overlay zoning adopted in 2001. Properties on the west side of Broadway facing Harvard Ave E are currently zoned MR or MR/RC, allowing for 60 foot tall single purpose residential buildings with some limited commercial uses based on the RC designation. The proposed revisions increasing height from 40 feet to 65 feet would allow for an additional 5 foot height, resulting in negligible impacts.

Properties located between East Mercer, East Roy, Harvard Ave E and 10th Ave East.

The subject properties in this area are located at the north end of the study area and are located on the ½ blocks facing 10th Ave E and Harvard Ave E. This area includes some principal use parking lots and a variety of low-to-moderate scale residential buildings. The subject properties would be rezoned from L-3 to NC3/R-40. While this designation would allow for single purpose residential uses to continue outright, it would allow for buildings to not have lot coverage limits. These lot coverage limits are in effect on adjacent properties, due to allowances in Station Area Overlay zoning adopted in 2001. These zoning changes would in effect extend the benefit found in that overlay zoning to these limited number of properties. While the current zoning provides a de-facto limitation in lot coverage due to structure width and depth limitations in residential zones, the limitation on these properties are somewhat of an anomaly based on allowances afforded on adjoining lots within their respective blocks.

Changes to Open Space requirements and features.

The current requirement for private open space is proposed to be replaced with a requirement for residential amenity space for properties in the study area. Currently, any development must provide open space for all residential uses in an amount equal to twenty (20) percent of the structure's gross floor area in residential use, excluding areas used for mechanical equipment, accessory parking and unenclosed decks, balconies or porches. Development standards for Open Space include required open space provided at ground level or above the ground in the form of balconies, decks, solariums, greenhouses, or roof gardens or decks. Required open space must also be landscaped according to standards promulgated by the Director. The proposals would allow for a new type of space called 'residential amenity space' in an amount equal to ten (10) percent of the floor area in residential use. Interior spaces, such as community and exercise rooms would qualify as well as decks and balconies. This provision is similar to those found in projects in Downtown zones, which allow for a Common Recreation area for new structures containing more than twenty (20) dwelling units, in an area equivalent to five (5) percent of the total gross floor area in residential use. The proposed code revisions also allow for a maximum of fifty (50) percent of the common recreation area to be enclosed.

These provisions would allow for a significant reduction in the amount of Open Space, in certain zones. However, changing the amount of Open Space in the study area would more closely align the amount to that found in our downtown zones, which have had a significant amount of residential development with no documented impacts of problems created by the reduced amount of Open Space. Further, there have been a significant number of projects in NC zones, including those found in the study areas, where departures to development standards through the Design Review process were granted with no documented impacts or problems created as a result.

Therefore, the proposed revisions would allow for greater flexibility in creating types of spaces for tenants within residential buildings, including space that could be used year round and would allow for both passive and active recreation opportunities which are not currently afforded in these subject zones.

Relationship to the Capitol Hill Urban Center Neighborhood Plan

The set of proposed zoning changes is consistent with the land use objectives and directions expressed in this neighborhood plan. The plan called for specific action in the south Broadway area, which would include the area along between E Pine and E John Streets. In addition, these planning efforts called for a general evaluation of economic conditions and zoning in the commercial core along Broadway. To address these and related concerns, the Office of Economic Development commissioned a study by Gardner and Johnson, entitled 'Market and Development Feasibility Analysis of the Broadway Neighborhood Business District' dated December 5, 2003. This plan provides a series of action items that would support increasing the zoning on this portion of the study area as a catalyst to improve the economic health and development potential of those parcels in the study area, including resolution of split zoning, alteration of development standards for open space and other changes in zoning to improve the residential climate and hence business activity.

The proposed rezones will increase the capacity of the subject area. DPD has estimated the difference between the existing and proposed theoretical zoned capacity using a formula or model that identifies parcels likely to redevelop and the capacity of the existing and proposed zones.

In addition, the capacity model and other information, including a Market and Development Feasibility Analysis of the Broadway Neighborhood Business District, was used to inform the likely development that can be anticipated in the area following adoption of the proposed rezones, given economic and real estate considerations. The market study was prepared by Gardner Johnson and is dated December 5, 2003.

Using the model mentioned above, the result shows an increase in the capacity for nonresidential development of approximately 337, 298 square feet. Residential capacity decreases by 31 units. These numbers are reported to indicate the starting point for estimating the likely development to result from the proposal. The standard capacity model results are commonly adjusted by DPD when local information is available, such as the market analysis and knowledge and experience with development trends in the specific area being analyzed.

Expected development is estimated to include up to 243, 800 square feet of nonresidential space and up to 371 housing units. Along the Broadway East corridor the redevelopable parcels can be grouped so that approximately 15 redevelopment sites result. New development on these sites would include an average share of approximately 16,000 square feet of nonresidential area and 25 housing units.

These 15 projects are similar in scale and make-up of the assumed development programs analyzed in the Gardner Johnson study and are similar to recent and past development projects in the area. In addition, typical floor areas for multipurpose convenience stores (grocery and drug stores) range between 35,000 and 50,000 square feet. Therefore, given the real estate analysis and assumptions based on prior development and typical development the estimations of expected development are used to evaluate the likely results of adoption of the proposed rezones and code amendments.

This zoned capacity is theoretical and is presented for environmental review purposes. The actual expected Comprehensive Plan growth estimates are not expected to be exceeded over the 20 year planning horizon. The Comprehensive Plan growth estimates for the Capitol Hill Urban Center are: 315,000 square feet of nonresidential floor area (or 900 jobs) and 1,000 housing units. These estimates represent the potential for redevelopment within which the development expected along Broadway, fitting that represented in the Gardner Johnson study, particularly as explained on page 34 of that study, will fit. Adoption of the proposal is not anticipated to cause development to exceed the overall growth estimates. The proposed rezones are intended to help ensure that the growth estimates are achieved. Also, the intention is that those may be achieved sooner than they would without adoption of the proposal.

For comparison purposes, the nonresidential capacity of the zoning in the Capitol Hill Urban Center is 645,539 square feet. The residential capacity of the Center is 2,916 units.

The increased development would be focused on the Broadway corridor. This is a mixed use area that is well served by mass transit. Existing, frequent bus service and planned light rail service make this already dense, established neighborhood well suited to accommodate new development. The Broadway corridor is the heart of a dense residential neighborhood, an employment center that includes major institutions and retail activities. People residing or working in new development in this area are less likely to be reliant on automobiles.

Housing

The proposed changes would contribute to the respective study areas capacity to accommodate more housing, which is an objective of the proposal. Such housing could be provided in a denser and taller manner than afforded by the current zoning, contributing to increased efficiencies in use of land. Additional benefits can be gained by resolving split zones that impede housing production as well as reducing impediments to lot coverage and other artificial methods that reduce housing viability. No significant adverse impacts to housing are anticipated as a result of the proposed changes. The proposal is not likely to result in significant adverse impacts regarding potential provision of housing in the vicinity.

Noise, Shadows on Open Spaces, Light & Glare, Environmental Health, Public View Protection

The proposed changes could encourage future residential or mixed-use development that would cause additional residential exposure to noise, but this exposure is not anticipated to result in significant adverse noise impacts. The subject areas predominantly are located along arterial routes that handle large volumes of automobile, bus and truck traffic that generate somewhat elevated noise levels. To the extent that the proposed changes would result in additional residential density clustered along these major traffic routes, more residents would be in greater proximity to relatively noisy conditions. Additional residential density in future development would also contribute incrementally to additional generation of noise by the new developments' activities on adjacent uses, some of which are residential uses.

The additional increment of development potential on the subject properties is not likely to result in shadowing of sites protected under SEPA. A portion of the rezones along Broadway will allow for additional height from 40 to 65 feet. The sites are approximately 1 block from Lincoln Reservoir, also known as Bobby Morris playfield. Any review of shadowing along these areas would be reviewed at the time of any Master Use Permit that would be subject to SEPA. The amount of potential for impacts along here is limited, given the number of sites eligible fore

rezoning, the potential for shadowing in the evening hours only, along with the potential impacts created by height limits established for the Seattle Central Community College MIO, which has not posed any such impacts.

The proposed changes do not have significant adverse impact implications for the Light/Glare or Environmental Health elements of the environment. No particular aspect of the proposals has the potential to create significant detriments with respect to light/glare generation, exposure to toxic/hazardous materials or risk of explosion.

The City's SEPA view protection policies protect views largely toward major natural and manmade features, such as Mount Rainier, Lake Washington, Puget Sound, the Cascade and Olympic Mountains, and the Space Needle. The protected locations include specified viewpoints, parks, scenic routes and identified view corridors. None of these view-protected locations are located within the subject area.

Transportation, Parking, Public Services and Utilities

Transportation

The amount of additional development capacity that may result from the rezone, as indicated in the SEPA checklist, provides a basis for estimating the likely amount of new traffic that may be generated. The Institute of Transportation Engineers' (ITE) Trip Generation (7th edition) provides a basis for projecting potential additional traffic volumes, although these estimates need to be adjusted to account for specific conditions within the Broadway corridor.

The rezones do not anticipate any specific non-residential uses; future activity could cover the range of uses allowed in the underlying zones. To estimate potential increases in traffic volumes, it was assumed that half of future non-residential development would be smaller specialty-retail development and customer service offices; a quarter would be larger retail developments, such as drugstores; and a quarter would be less-intense uses such as administrative offices. This is a plausible pattern for future non-residential development in the Broadway corridor; however, to reflect the uncertainty inherent in anticipating amounts of particular types of development, the volume of potential new non-residential traffic will be represented as a range, capturing development patterns that might generate somewhat greater or lesser volumes of traffic.

ITE trip generation estimates for the mix of uses identified above indicate that the increased development capacity provided by the rezone would add between 10,820 and 15,445 daily trips, and between 892 and 1,266 PM peak hour trips. These numbers are likely to overestimate the additional traffic volumes of future development for several reasons:

- (1) ITE data largely are gathered in suburban settings, where alternatives to auto use are limited. In contrast, the Broadway corridor is one of the most multi-modal areas in Seattle, with high volumes of pedestrians and bicyclists and good transit service. To account for this high use of alternative modes, one-third of the new trips estimated by the ITE rates were assumed to occur by non-auto modes. (This adjustment does not apply to the multifamily residential trip rates, which likely already reflect some use of alternate modes.)
- (2) Trips to sites in close proximity to each other often are "linked" by travelers continuing their journeys on foot. ITE provides reduction factors for linked trips in large planned-development sites (describing these as "internal capture" of trips), but offers no similar

reduction factors for independent commercial and residential sites. Nevertheless, trip linking occurs in settings such as the Broadway corridor, reducing the amount of projected auto trips. The auto trips estimated to be generated by the increased development capacity were reduced by one-third to reflect likely trip linking of this development, both to other new development facilitated by the rezone and to existing development in the area.

- (3) Not all traffic traveling to and from a new development site is new to the roadway network; some amount already is on the roadway system, and is referred to as “pass-by” traffic. In estimating the amount of new traffic this proposal is likely to contribute to the surrounding roadway network, pass-by traffic must be estimated and subtracted from the total volumes. ITE provides pass-by rates for various commercial uses; residential developments generally are not assumed to have high volumes of pass-by trips, and residential trip generation is not reduced. Auto trips estimated to be generated by the increased development capacity were reduced by the appropriate ITE pass-by trip percentages.

The following table reflects the application of each of the above-mentioned factors, applied to the unadjusted ITE trip generation estimates for daily and PM peak hour trips.

	Non-Residential		Residential	
	<u>Daily</u>	<u>PM Peak</u>	<u>Daily</u>	<u>PM Peak</u>
Unadjusted trips (from ITE)	9,250–13,876	747–1,121	1,569	145
Mode split adjustment	<u>0.67</u> 6,198 - 9,297	<u>0.67</u> 500 - 751	Not applicable	
Trip linking adjustment	<u>0.67</u> 4,153 – 6,229	<u>0.67</u> 335 – 503	<u>0.67</u> 1,051	<u>0.67</u> 97
Pass-by adjustment	<u>0.46</u> 1,910 – 2,865	<u>0.46</u> 154 - 231	Not applicable	

The increased development capacity provided by the proposed rezone is expected to produce roughly 2,960 to 3,915 new daily auto trips and 250 to 330 PM peak hour trips. This amount of additional traffic likely would be distributed over several blocks, focused on Broadway. The Broadway corridor in general has sufficient capacity to accommodate the expected level of increased traffic. No mitigation for transportation impacts is required of this non-project action. Specific impacts of additional traffic would be assessed through the SEPA process at the time of individual project review.

The increased development capacity also will increase the amount of transit use in the Capitol Hill area, as well as increase bicycling and walking activity. Capitol Hill is well-served by transit, with connections to downtown and other areas of Seattle. Pedestrians are provided with sidewalks in virtually all of the rezone area. Overall, the rezone is not likely to have noticeable impacts on the transit, pedestrian, and cycling environments; impacts of specific projects on these transportation modes will be analyzed at the time of individual project review.

Parking

To the extent that additional residential development occurs as a result of the proposed changes, additional future parking demand would be generated. This additional demand is expected to be

accommodated through parking provided according to code requirements. The resident population that is and would be present within this neighborhood would more frequently use transit, bicycle or walking modes of travel and would own fewer automobiles per household than other Seattle neighborhoods (approximately 0.6 autos per household according to the 2000 U.S. Census for those residents within the Pike/Pine study area and approximately .8 within the Capitol Hill study area). The study area is home to several transit lines with frequent services and utilization. It is likely that the minimum parking required per code would satisfy the overall parking demand of future additional residents in the neighborhood. Further, it is likely that developers of some new buildings will choose to build amounts of parking above the minimum requirements, which will also contribute to ensuring sufficiency of parking supply to meet additional parking demand. The revisions would only relate to housing within the study area, with commercial parking requirements not affected by the revision to SEPA. The proposal to modify SEPA parking policies for residential uses in the study areas, eliminating SEPA authority to condition for parking impacts, is intended to provide consistency with the proposed amendments to tailor required parking to characteristics of the neighborhood. The proposed code language has been crafted to affect a specific outcome, which negates the need for SEPA authority to change the required amount of parking for specific projects in the study areas. No significant impacts are anticipated as a result of implementing this proposal.

Public Services and Utilities

Consultation with key contacts at the Fire, Police, Parks and Public Utilities Departments, as well as City Light, revealed no potentially significant adverse impacts as a consequence of the proposed changes. Any additional future residential development in the area will contribute to overall cumulative increases in demand for public services and utilities. However, the proposed changes are not interpreted to generate significant adverse impacts as a result of additional amounts or locations of potential future growth.

The proximity of the fire station at East Pine Street, near 13th Avenue, to the subject area would be beneficial in ensuring quick response by fire/emergency responders. This station is equipped appropriately with a ladder company to serve the higher future buildings potentially related to the proposed height limits (as they currently serve other portions of the vicinity that have height limits of 85 feet).

DECISION

- [X] Determination of Non-Significance. This proposal has been determined to not have a significant adverse impact upon the environment. An EIS is not required under RCW 43.21C.030(2)(c).
- [] Determination of Significance. This proposal has or may have a significant adverse impact upon the environment. An EIS is required under RCW 43.21C.030(2)(c).

Signature: (signature on file) Date: October 25, 2004
Michael Jenkins, Senior Land Use Planner
Department of Planning and Development, Land Use Services